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# THE OYEN NEWS

VOL. 21

WEDNESDAY, JANUARY 9, 1935

No. 42

## Alberta Legislature To Open February 7

The fifth and final session of the seventh legislature will be opened on Thursday, February 7, it is announced.

The forthcoming election is expected to take place some time in June.

### OBITUARY

#### Clifton Riel

After a lingering illness extending over two years, Mr. Clifton Riel was called to his eternal reward early Christmas morning, in his 81st year. The funeral was conducted on Thursday, December 27, 1934, at Sacred Heart Church, Oyen, where Requiem High Mass was sung by Rev. Father Lynett. The following friends acted as pall bearers: F. J. Belliveau, A. Carrier, H. J. Desmond, W. V. Miller, J. J. Purcell and W. Stefanko.

The late Clifton Riel was born in New York State in 1854, later going to Massachusetts where, in 1874, he married Rose Fortier of St. Monique, Quebec. Moving west to Minnesota, he farmed there for twenty-two years and then went to Regina and later to Creston, B.C.

In 1911 he came to this locality and took a homestead two miles east of town before this present townsite of Oyen was selected. For sixteen years he served as pump man for the C. N. R. and after his retirement moved to town where he enjoyed a well earned rest during his declining years. Last January he had the joy of celebrating the diamond jubilee of his wedding day. The deceased was possessed of a bright and amiable disposition and all the characteristics marking a good citizen.

The late Mr. Riel is survived by his widow, Mrs. Rose Riel, and two sons, Clifton of Vancouver, B.C., and George of Seattle, Wash.

## Willeson and Sharp Win Final Games

In the final games of the Christmas and New Year's Day competitions which were played at the rink last Wednesday, Chris Willeson defeated George Morrison in the Christmas competition and Roy Sharp defeated T. Lees in the New Year's Day competition. Charts showing the games played are given below.

Games in a square draw are being played nightly. Keen interest is being taken in the games by the curlers, but the galleries so far, have been pretty slim on account of the cold weather.

## Oyen School December Report

### GRADE VIII

Hilda Wendling 85.2, Walter Krewski 76, Clare Wendling 73.5, Thomas Lees 73.4, Hilda Holloway 72.3, Arthur Robinson 70.5, Harry Kraemer 65.2, Ernest Thygesen 64.7.

### GRADE VII

Donald Scott 86.7, Frank Krewski 79.6, Carman Byler 72.4, Zoe Thygesen 69.3, Doris Trewin 64.7, LeRoy Mahaffey 58.6, Ruth Love 55.1, George Gibson 55.

### GRADE VI

Ross Acheson 84.2, Beth Gibson 82.6, Joyce McLaren 80.5, Mary Gibson 74.6, Rita Wendling 74.4, Alex Hannevich 68.4, Florence Mahaffey 68.3, Ian McKay 67.8, Fred Robinson 62.2, George Lees 53.1.

### GRADE V

Joan Miller 74.7, Billy Neid 72.5, Ted Kemp 71, Kenneth Munroe 70.8, Margaret Lees 68.5, Stanley Krewski 65.8, Leona Gripp 61.3, Larry Thygesen 57.2, Evelyn Thygesen 54.

A. M. Todd, Teacher.

School re-opened for the Easter term, Monday, January 7.

## Your Printed Stationery

January stocking will reveal shortages in your business stationery. We can give you good service in anything you may may require.

## THE OYEN NEWS

### With The Curlers

#### Christmas Day Knock-out Competition

A. Lees	Lees		
Green			
Gibson	Thayer	Thayer	
Thayer			
Morrison	Morrison		Morrison
T. Lees		Morrison	
Scott	Scott		
Gillespie			Willeson
Marshall	Marshall		
R. Sharp		Stewart	
Stewart	Stewart		
A. Sharp			Willeson
Miller	Miller		
Wylie		Willeson	
	Willeson		

The Winners—C. Willeson, sk., E. MacArtkur, E. Trewin, E. Thygesen.

#### New Year's Day Knock-out Competition

Lynett	Marshall		
Marshall		Miller	
Miller	Miller		
Gibson			R. Sharp
Willeson	Morrison		
Morrison		R. Sharp	
	R. Sharp		R. Sharp
Lees			
	Lees		
A. Sharp			Lees
Scott			
	Scott		
Stewart			

The Winners—R. Sharp, sk., J. Lees, Jr., A. W. Hamelin, Ed. Horne.

# Canada Makes Progress Says Beatty

C.P.R. President Reviews Past Year and Finds Evidence of Permanent Economic Improvement in Advances so far made—Predicts Canadian Wheat as Best in the World will find Steady Market.

THE course of our recovery from the economic catastrophe which swept over the world in 1929 and 1930 has been markedly different from that of any of the previous cases of business expansion in this country. This time we seem to be experiencing a process of slow rebuilding, and, as far as I can see, one of permanent re-adjustment of our economic activities to conditions which have radically and permanently changed. What we are today experiencing is a process of steady, and I hope permanent growth.



E. W. BEATTY, K.C.  
Chairman and President  
Canadian Pacific Ry.

This to my mind would be an entirely normal result of the causes which led to the great collapse of Canadian business. The boom conditions which followed a temporary depression after the Armistice were, as far as Canada is concerned, chiefly the result of forces and conditions in other countries. Actually our productive boom resulted from tangible demand for Canadian products, and from conditions in other countries which directed a flow of capital into Canadian development. Equally the economic collapse in Canada resulted chiefly from forces operating in other countries.

Nothing is more important in our economic life than our great exporting industries. In the case of wheat I have never accepted the alarmist views which have been freely expressed. The world surplus stocks, produced partly by active encouragement of production in many importing countries, and partly by a series of unusually favourable seasons in Europe, seem to be needed to meet the marked shrinkage in production in 1934. While complete recovery of world commerce in wheat must depend on some limitation of excessive economic nationalism, on greater stability of monetary exchange, and on increase in the total volume of other forms of world commerce, I see no reason to believe that Canadian wheat, the best in the world, sold at fair prices, will not find a steady market.

Other primary products, such as minerals, lumber, and bacon are being exported in increased volume and at better prices, largely owing to the Imperial trade agreements of 1932, and the newsprint industry shows clear sign of recovery.

It is to be regretted that the past few years have seen further increase in the debt of the Dominion, the Provinces and many municipalities. Much of our public debt has been incurred for purposes obviously legitimate as part of the ordinary government of the country, but much has resulted from experiments in the

direction of governmental participation in business. Regrettable as is the loss occasioned by errors on the part of private enterprise, this type of loss is corrected by a reduction in the income and capital holdings of those who finance the enterprises. An unwise investment by a public body means a permanent charge on the tax-payers. I recommend this thought to those who believe that further expansion of governmental activities is the best method of protecting the ordinary citizen from exploitation by capitalists. In actual fact the safest policy for great capitalists is at present to buy securities issued by public bodies and to leave the chance of loss to be carried by the mass taxpayers.

Throughout the past year the matter of the country's railway problem has received an increasing amount of public attention, and I am convinced that proposals for its solution along the lines of unified management for the two great companies have made decided progress. In all directions are observable a greater willingness on the part of the public to enter upon an unprejudiced consideration of the case, and even among those classes whose interests might at first glance seem to be threatened by any such proposals, I discover a growing desire to examine their possibilities and to find out if they really are as dangerous as those who early rushed into print to attack them would seem to believe. This is all to the good. If unified management will not stand up under the most searching criticism, obviously, it should not go forward. But the criticism should be fair and honest and it should be based upon a fairly sound understanding of railway economics and not upon personal interest or prejudice. I say nothing less than the truth when I affirm that most of the criticism that has come out so far will not stand up before any one or even two or three of the above tests. I shall not further deal with the matter here, except to say that I can see no other way than unified railway management in which the country can put a stop to the continual cumulative wastage of vast sums of money and can safeguard the future of both railways while adequately preserving the property rights of the Canadian people in the Canadian National, and those of the shareholders of the Canadian Pacific. In a word this is my proposal for unified management—it is a partnership between public ownership and private ownership with the added advantage of private operation free from political control.

Both Canadian Railway systems as well as the railways of almost every modern nation, have suffered to some extent from the growth of highway transportation. The general use of privately owned motor cars, and an increasing amount of pleasure travel in prosperous times, have led to the construction of a great network of modern highways,

which in turn have been used as the right of way for a great number of freight vehicles. To a great extent the operations of these vehicles and their policy in setting their charges, have not been subjected to the same close supervision which public authorities have long given to railway operations and tariffs. In this case also public opinion is pressing for better handling of the situation. The railways do not question the advisability of building good roads, or of permitting them to be used for commercial transportation, but the perfection of the present attempts to proper control of this operation will, in my opinion, return to the railways at least some of the business taken from them by highway transport and place both highway and rail transportation on a sounder basis.

It is also interesting to note a growing public sentiment in the direction of demanding some contribution to the upkeep of our great and costly inland waterway system from those who use them—especially in the case of ships of foreign registry.

With every correction of these special cases of unfair competition, the Company must depend chiefly for a restoration of its normal business on a recovery of Canadian prosperity in general. The outlook in that respect is comforting. The very careful studies prepared by the Dominion Bureau of Statistics indicate a condition far from as alarming as some authorities would make it.

In this great and scantily populated country we should not, however, be talking only of recovery. Canada should look forward to expansion in every direction. To my mind the policies needed to insure this are very simple. I should list them as: scrupulous care to prevent the debts of public bodies and resulting destructive taxation from any further increase; concentration of our efforts both in public policy and private business on the increase both in volume and prosperity of our primary industries—especially agriculture; public and private business policies looking to increase the population of Canada—especially in the agricultural areas; and, as I have repeatedly said, an immediate correction of the burdensome and costly duplication of transportation facilities.

It appears to me that we can look back on 1934 with some contentment, as a year during which we found that the world was not ending, and that by industry and thrift nations and individuals could still prosper. What interests me more is that I believe we can look forward to 1935 and successive years with confidence that under Providence we shall see in them a period when Canada will revive that faith in her future which too many of us seemed to lose, and that we shall again come to realize that all that is wanted to set this country on a forward path of progress are such simple virtues as energy, honesty and ordinary common sense.

## Value of Alberta Field Crops

The value of field crops in Alberta for the past season has been estimated at \$104,594,000 by the Dominion Bureau of Statistics at Ottawa. The wheat crop, estimated at 112,000,000 bushels, is valued at \$59,625,000 compared with \$38,745,000 for 1933.

## Registration of Firearms

Registration with police authorities of all pistols and revolvers is now required, according to an amendment made to the criminal code of Canada. Residents of Alberta are required to make registration with the nearest mounted police detachment, or with the Chief of Police in the cities of Calgary, Edmonton, Lethbridge, Medicine Hat, Drumheller, Red Deer and Wetaskiwin.

## United Church Annual Meeting Friday, Jan. 18

The annual congregational meeting of Oyen United church will be held on Friday, January 18. Supper will be served in the church basement by the ladies aid at 6 o'clock p.m. and the business meeting will follow immediately after. All adult members and adherents of the church are invited to be present at this supper and meeting.

## CHURCH SERVICES

SUNDAY, JANUARY 13

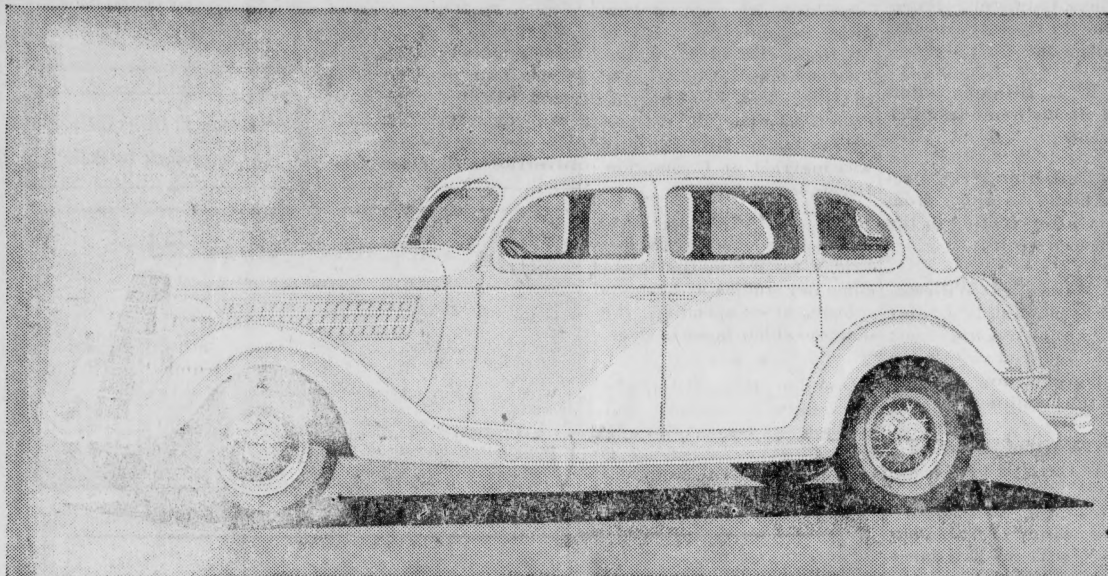
**OYEN UNITED CHURCH**  
OYEN ..... 7.30 p.m.  
Sunday School.... 2.00 p.m.  
Rev. E. F. KEMP

**ALL SAINTS CHURCH**  
Winter Services  
1st Sunday in Month 7.30 p.m.  
3rd Sunday in Month 11 a.m.  
Rev. C. M. K. PARSONS

**SACRED HEART CHURCH**  
MASS ..... 11.00 a.m.  
Rev. Fr. J. C. LYNETT

Be Loyal to Your Community. Buy in Your Home Town.

# FORD V-8 FOR 1935



The New Ford V-8 for 1935 is the biggest and roomiest Ford car ever built. It is a strikingly handsome car, with modern lines and new, luxurious appointments.

But most important of all it is especially designed to give you smooth, easy riding over all kinds of roads—"a front-seat ride for back-seat riders."

This ease of riding is achieved by the use of three basic principles never before combined in a low-price car.

1. Correct distribution of car weight by moving engine and body forward eight and a half inches.
2. New location of seats by which the rear seat is moved forward, toward the centre of the car away from the rear axle and away from the bumps.
3. New spring suspension which permits the use of longer, more flexible springs and increases the springbase to 123 inches.

## A New Ford V-8 That Brings New Beauty, New Safety, and a New Kind of Riding Comfort Within Reach of Millions of People

The result is Centre-Poise—which not only gives you a new riding comfort but adds to the stability of the car and its ease of handling. You can take curves from seven to eight miles faster with perfect safety.

There are many new features in the Ford V-8 for 1935 which make the car still easier to drive. New brakes give more power for stopping quickly with far less foot pressure on the pedal. A new type of easy-pressure clutch employs centrifugal force to increase efficiency at higher speeds. New steering mechanism makes the car still easier to handle.

The New Ford V-8 for 1935 retains the V-8 engine which has demonstrated its

dependability and economy in the service of over a million owners. There are refinements, but no change in basic design. You buy premium performance when you buy this Ford V-8—full 90 horsepower and 85 miles an hour.

We invite you to see this New Ford V-8 at the showrooms of Ford dealers. You will want to ride in it—to drive it yourself. You will find it a new experience in motoring.

### Ford V-8 Prices Are Low

11 BODY TYPES—Coupe (5 windows), \$645; Tudor Sedan, \$665; Fordor Sedan, \$750; DE LUXE—Roadster (with rumble seat), \$715; Coupe (3 windows), \$720; Phaeton, \$725; Tudor Sedan, \$730; Cabriolet (with rumble seat), \$815; Fordor Sedan, \$810. TOURING SEDANS, with built-in trunk—Tudor Touring Sedan, \$750; Fordor Touring Sedan, \$830.

(F. O. B. East Windsor, Ontario. Bumpers, spare tire and taxes extra. Small down payment. Convenient terms.)

BE SURE TO SEE THE NEW FORD V-8 1½-TON AND 2-TON  
HEAVY-DUTY TRUCKS . . . AND THE NEW COMMERCIAL CARS



## About Town and Country

Mr. F. C. Bliss announces that he has on hand a supply of 1935 license plates for automobiles or trucks.

Mrs. J. C. Desso, who left in the fore part of August with Mr. and Mrs. Clair Bingham, to visit at their home in Salinas, California, returned home to Oyen, Saturday, December 29.

Mr. R. E. Gillespie entertained at his home last Friday evening.

Miss Catharine Wright returned home yesterday from Calgary after visiting in the city for two weeks.

J. M. Marshall, C. Willeison, Father Lynett and R. J. Scott were Lanfine visitors last night, and played two games in the bonspiel now in progress at the Lanfine rink.

Cold Weather Greeting—"How is the coal pile hanging out?"

There was a big turn-out for the New Year's Eve dance held in the Masonic hall under the auspices of Oyen Athletic Club. Dancing was continued till 2.30 a.m. New Year's Day. Music by Frank Neid and his orchestra was thoroughly enjoyed.

Mr. E. N. Charbonneau returned to Oyen last Thursday after spending a week in Calgary with his family.

Mr. and Mrs. S. A. Miller entertained at five tables of contract on New Year's eve, the whole party afterwards attending the dance in the Masonic hall.

Subscribe to the News!

### THE MARKET

Wheat, No. 1	61
Wheat, No. 2	57
Wheat, No. 3	52½
Wheat, No. 4	49½
Wheat, No. 5	45½
Wheat, No. 6	46½
Wheat, Feed	45½
Oats	32½
Barley	38½
Rye	39½
Flax	123½

Two weddings of local interest took place during the holidays, when Margaret Myrtle, only daughter of Mr. and Mrs. John Naismith of Coronation became the bride of Mr. George Allen Bunting, and Marjorie Ada, second daughter of Mr. and Mrs. Donald E. May of Sylvan Lake became the bride of Mr. Ralph Harold Everenden.

Both brides formerly lived in Oyen. Miss May was married December 23, 1934, at Sylvan Lake. Miss Naismith was married at Coronation, December 28, 1934.

Miss Beryl Scott left last Friday for Edmonton to resume her studies at business college, after spending the holidays at her home in Oyen.

Premier Bennett, on the air tonight announced that a "work and wages" program will be substituted in place of the "dole".

Dan Braitenbach, eldest son of Mr. and Mrs. John Braitenbach of Oyen died in Alsask hospital Monday, January 7, 1935, following a brief and sudden illness and operation for appendicitis. The funeral will take place at Wavy Plain school on Friday, January 11, 1935, at 12 noon.

### More Moderate Temperatures

After over two weeks of bitterly cold weather the temperature was more moderate today, over 10 degrees above zero being recorded.

Advertise in the Oyen News!

## MACLEAN'S Magazine

**\$1.00**

a year.


**Chas. L. Dunford**

Agent — Oyen

**CHAS. L. DUNFORD**

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